

Council Agenda: 9/21/04
Item: 4.4

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Stephen M. Haase

SUBJECT: COYOTE VALLEY SPECIFIC
PLAN PROGRESS REPORT

DATE: September 10, 2004

Approved

Date

9/13/04

Council District: 2
SNI Area: N/A

RECOMMENDATION

It is recommended that the City Council:

1. Accept a progress report from the Coyote Valley Specific Plan Task Force on the draft "Composite Framework" identifying potential infrastructure elements for a new Coyote Valley community.
2. Reaffirm Council's direction on the preparation of the Coyote Valley Specific Plan as outlined in Council's Vision and Expected Outcomes for Coyote Valley Specific Plan Task Force, originally considered by the Council on August 20, 2002.

BACKGROUND

This progress report intends to apprise Council of the status of the Coyote Valley planning effort, elicit input from Council, and make any course corrections that may be warranted. The report explains the planning process and describes a "Composite Framework" of preliminary infrastructure elements defining a new Coyote community.

In August 2002, the Mayor and City Council initiated the preparation of a specific plan for Coyote Valley. The Coyote Valley Specific Plan (CVSP) area consists of 7,000 acres of mostly undeveloped land in the southern reaches of the City of San Jose. The CVSP area is generally bounded by Tulare Hill to the north, Highway 101/foothills to the east, the City of Morgan Hill



to the south, and the hills to the west. It is divided into three sub-areas, each with a different existing land use designation per the San Jose 2020 General Plan: the North Coyote Valley Campus Industrial area (1,400 acres), the mid-Coyote Urban Reserve (2,000 acres), and the South Coyote Valley Greenbelt to the south (3,600 acres).

At the time of initiating the CVSP, the City Council adopted a vision statement with 15 expected outcomes for Coyote Valley consistent with the San Jose 2020 General Plan (see Attachment 1).

Major features of this vision include:

- Urban development in North and mid-Coyote of at least 50,000 jobs and 25,000 housing units, of which 20% would be affordable.
- The urban community to be highly livable, pedestrian and transit friendly with a variety of housing types, schools, parklands, trails, bicycle paths, transit, commercial centers, job centers, and other community services.
- The Coyote Valley Specific Plan should include Central and North Coyote for land planning, and South Coyote Valley Greenbelt in the infrastructure financing mechanism only.

The City Council also appointed a 20-member Task Force, co-chaired by Mayor Ron Gonzales and Councilmember Forrest Williams, to guide the preparation of the Coyote Valley Specific Plan. The Task Force also includes Vice Mayor Pat Dando, Supervisor Don Gage, property owners, environmental advocates and other stakeholders. The Task Force generally meets once a month, with occasional additional meetings.

The Specific Plan effort is being led by City Planning staff and a consultant team headed by the Dahlin Group and KenKay Associates. Other members of the consultant team include Economic and Planning Systems, HMM Engineers, David J. Powers & Associates, Wetlands Research Associates, Schaaf & Wheeler, ENGEO, Hexagon, Basin Research, Lowney Associates, SAGE, and Apex Strategies.

ANALYSIS

Introduction

The preparation of the Coyote Valley Specific Plan is an exciting opportunity to design and facilitate the creation of a new community (or "new town") that is sensitive to its environment, integrates land uses and all modes of transportation, provides affordable housing, and meets other objectives embodied in the San Jose 2020 General Plan.

The magnitude of the Coyote Valley Specific Plan (CVSP) is far greater than any specific plan completed to date in San Jose (e.g., Coyote Valley is over 8 times as large as Evergreen in terms of land area and residential development potential alone). In addition, the issues associated with Coyote Valley are vastly more complex due to environmental opportunities, infrastructure and community facility needs, financing, etc.

While there are other large scale, mixed use, master planned communities throughout the United States, they consist of primarily lower density housing types and work places over larger areas than Coyote Valley. Prominent master planned communities include Irvine Ranch CA (43 square miles), Stapleton CO (4,700 acres), and Celebration FL (4,900 acres). Playa Vista CA on the west side of Los Angeles is an example of a newly planned community that is expected to have 13,000 homes and 21,000 jobs on 1,087 acres, a development intensity similar to what is envisioned in Coyote Valley.

The Coyote Valley planning effort involves the preparation of a specific plan, directing land use, transportation, public facilities, and infrastructure for the new community. Associated elements include a development phasing plan, implementation measures, market analyses, fiscal impact study, design guidelines, zoning districts, and an Environmental Impact Report. This package is expected to be considered by the City Council in December 2005.

Community and Task Force Process

Community participation has been key to the Coyote Valley Specific Plan (CVSP) process since its inception. In keeping with the City's long-standing practice of involving the community in its planning efforts, and given the scale, complexity, and civic and regional significance of the CVSP, the Task Force considered an extensive community participation plan early on in the planning process.

The CVSP effort began with the first meeting of the Task Force in September 2002, and has proceeded with extensive community outreach and discussions with many other governmental agencies, as well as the participation of affected property owners, developers, residents, and other community stakeholders. To date, the Task Force has met 21 times including six community workshops, of which four Saturday workshops occurred this year. These weekend workshops have drawn an average attendance of over 140 attendees, with the monthly Task Force meetings averaging approximately 50 people.

The CVSP staff and consultants have met several times with the various property owner groups and other stakeholders to discuss the progress of the specific plan. A Technical Advisory Committee with public agencies and non-profit organizations meets monthly, as does various technical sub-committees and staff from City Departments.

In keeping with the spirit to promote a wider participation and dialogue on the CVSP, staff has also made periodic presentations to provide an up-to-date status reports to senior staff of key City Departments and public agencies including the Department of Public Works, Valley

Transportation Authority, Santa Clara Valley Water District, County Parks and Recreation, and County Environmental Resources Agency. City and County Commissions that have also been provided with progress reports at key stages of the process include the City's Planning, Housing, and Parks Commissions, as well as the County's Planning, and Parks and Recreation Commissions.

The CVSP process is also supported by a frequently updated website at www.sanjoseca.gov/coyotevalley/. The website is a critical outreach tool as it allows 24-hours-a-day, real time access to announcements of upcoming CVSP events, as well as all agendas, reports, presentations, and publications that have previously been discussed at Task Force meetings and community workshops. It has also enabled people from far and wide to transmit their input or inquiries to staff on the CVSP via email.

Task Force meetings and community workshops are open to the public and are professionally facilitated by Eileen Goodwin of Apex Strategies. While most participants to these meetings have typically come from the San Jose metropolitan area, we have had participation from other counties, including Alameda, Contra Costa and San Benito.

The degree of outreach and public participation involved in the CVSP process is unprecedented for any previous planning effort in San Jose. Community meetings are routinely advertised in community newspapers and post card mailings. The CVSP process has had television, radio, and newspaper coverage. Three community newsletters have been sent to a 1,600-person database to keep the public apprised of critical stages of the planning process. A fourth newsletter is in preparation and will be distributed by the middle of this month.

A New Approach to the Specific Plan Process

Because of the potential sensitivity of several environmental resources in Coyote Valley, and the City's desire to create a model community based on innovative planning and design, the Task Force and CVSP planning team embarked on a new approach for preparing this specific plan. The approach involved a shift from a land planning driven process to one that evolves from the existing natural environment or Environmental Footprint. This new approach led to a multi-phased planning process comprising Technical Analysis, Foundation Infrastructure and Land Use Concepts, Development of the CVSP and EIR, and Recommendation and Approval (see Attachment 2). All of these phases include monthly Task Force meetings, Technical Advisory Committee meetings, community workshops, focus groups and property owner meetings.

- a. Technical Analysis (July – December 2003): The first phase consisted of the completion of background information regarding existing conditions, constraints, and opportunities within the Valley. It involved compiling existing data, collecting new data as needed, and documenting and mapping the information for use in subsequent phases of the project. The technical areas covered in this phase included land use, biology, hydrology, geology, hazardous materials, traffic, civil engineering, and archeology/historic resources. These analyses and data provide the background information for subsequent

phases of the CVSP, as well as the existing setting sections of the CVSP Environmental Impact Report (EIR).

- b. Foundational Infrastructure and Land Use Concepts (January – September 2004): This phase consists of developing a preliminary land planning and urban design framework for the specific plan, formulating the building blocks of the new Coyote community, and creating conceptual design alternatives of potential infrastructure systems. The conceptual design alternatives are analyzed against several criteria such as technical, economic and regulatory feasibility, cost versus value, social equity, etc. by the CVSP consultants, City staff, and public agencies such as the Valley Transportation Authority and Santa Clara Valley Water District (see Attachment 3 for the filtering criteria considered by the Task Force).

These analyses culminated in a draft Composite Framework of potential infrastructure elements, which the CVSP staff and consultants presented to the Task Force at its August 30, 2004 meeting. By motion and unanimous support, while recognizing its preliminary nature and the absence of precise information on such items as the cost, the Task Force accepted the draft Composite Framework as a skeletal foundation for the draft land use plan, both subject to further refinement and change.

The draft Composite Framework (see Attachment 4) includes the following four potential infrastructure elements:

- A focal lake, providing flood storage somewhere near the intersection of Bailey Avenue and Santa Teresa Boulevard, is envisioned as a future community core and catalyst for starting development in Coyote Valley.
- A spoke configured transit system offers Coyote Valley the most coverage and flexibility for future growth. In the near term, it is envisioned that the transit could circulate on a fixed guide-way with fun custom-designed rubber-tired "Bus Rapid Transit" vehicles, with possible transition to other technologies including rail in the far term.
- The restoration of Fisher Creek involves its reconstruction to the original location along the hillsides to the west of the CVSP area, as evidenced in a Thompson and West map dated 1876, before it was channelized in its current configuration. Relocation could provide for additional flood conveyance, which would be required to contain runoff resulting from urban development in North and Mid-Coyote.
- A multi-function parkway system with merges and loops handles high volume of traffic instead of traditional streets. The parkway could be landscaped and contain bio-filtration swales to treat urban runoff prior to entering the focal lake and Fisher Creek.

That the draft Composite Framework is being presented to Council at this very early stage is a novelty and a testimony to the significance of the CVSP to the City. It is also in keeping with the extensive outreach approach that this effort has adopted since its inception.

- c. Development of CVSP and EIR (October 2004 – September 2005): This phase will identify the locations and intensities of land uses, determine infrastructure and community service needs, formulate financing and implementation programs, and evaluate the phasing of the plan elements, as may be necessary. Proposed Coyote Valley Zoning Districts and Design Guidelines will also be prepared in an effort to provide clear direction for future development. Greenbelt strategies would also be developed in this phase, as well as the necessary Environmental Impact Report, identifying the environmental impacts resulting from the ultimately proposed project.

In the next several months, the CVSP staff and consultants will be working with the Task Force, and at community workshops, to develop conceptual land use plans based on the draft Composite Framework. It is anticipated that a draft Composite Land Use Plan would be presented to Council in another progress report in October or November.

This draft Composite Land Use Plan, together with the draft Composite Framework, would be a preliminary proposal to explore as the basis for the proposed CVSP and associated elements and documents, as well as analyze in the EIR. Additional progress reports will be given to the City Council at future milestones in the process.

- d. Recommendation and Consideration (September – December 2005): In this phase the CVSP package including the specific plan, design guidelines and zoning districts, and EIR would be presented at hearings before various Commissions prior to City Council consideration. For example, the City's Planning Commission would consider the certification of the EIR and transmit their recommendation to the City Council on the rest of the specific plan package. The entire CVSP package is expected to be submitted to the City Council for consideration in December 2005.

Reaffirming the City Council's Vision and Expected Outcomes

On August 20, 2002, the City Council initiated the Coyote Valley Specific Plan process, appointed a 20-member Task Force, and adopted a vision statement with 15 expected outcomes for Coyote Valley based on the San Jose 2020 General Plan. The Task Force was charged with assisting with the development of the CVSP, consistent with the Vision and Expected Outcomes.

The vision statement (see Attachment 1) directs minimum development capacities of 50,000 jobs and 25,000 dwelling units with 20% affordable housing. The Vision also seeks to create a highly livable, pedestrian and transit friendly community with a variety of housing types, schools, parklands, trails, bicycle paths, transit, commercial centers, job centers, and other community

services. With the minimum development criteria, preliminary planning analysis conducted to date indicates that the new Coyote community could have a population density of 21 persons per acre, compared to San Jose's existing average of 10 persons per acre within the Urban Service Area. While the CVSP density could be more than the City's existing average, it is lower than the averages of the Central Business District of Vancouver (300 persons/acre), Manhattan (144 persons/acre), New York City (52 persons/acre), and San Francisco (26 persons/acre).

Of particular interest, the Vision and Expected Outcomes include several points regarding the South Coyote Valley Greenbelt. Among others, they are:

- The South Coyote Valley Greenbelt is included only to determine financing and other mechanisms to secure it as a permanent Greenbelt.
- The line (Greenline) between Central Coyote and South Coyote Valley Greenbelt should not be moved.
- The CVSP should seek mechanisms to facilitate the permanent acquisition of fee title or conservation easements in South Coyote Valley Greenbelt.

Since the inception of this planning effort, the CVSP staff and consultants have had several meetings with the South Coyote Valley Greenbelt property owners, including two community meetings and various smaller group meetings to explain that the South Coyote Valley Greenbelt is meant to remain a non-urban buffer between the Cities of San Jose and Morgan Hill. Staff has also engaged the services of Sibella Kraus (SAGE), a specialist in urban edge farming and specialty agriculture, to research potential Greenbelt strategies and opportunities.

Throughout this process, staff has encountered concerns from the South Coyote Valley Greenbelt property owners who feel excluded from the process, as their lands are not being planned for urban development. Their experiences indicate that agriculture is not viable any more, and they have continued to request urban development. With a few exceptions, the South Coyote Valley Greenbelt properties are unincorporated where they are planned and zoned for Agriculture, requiring 20-acre minimum parcel sizes. The County's long-standing regulations seek to maintain this area as a "greenbelt," consistent with the San Jose 2020 General Plan.

Given this background, the CVSP staff recommends that City Council reaffirm the Vision and Expected Outcomes. Providing clarity to all stakeholders is important at this point in the planning process.

PUBLIC OUTREACH

The Coyote Valley Specific Plan effort involves extensive community outreach as well as discussions with many other governmental agencies. The extensive public outreach process is described under "Community and Task Force Process" in the Analysis section of this report.

COST IMPLICATIONS

Pursuant to City Council direction in 2003 that new long range planning activities need to be funded from external sources, the Coyote Valley Specific Plan effort is entirely funded by a group of property owners represented by the Coyote Housing Group, LLC, and has no impacts on the City's General Fund.

COORDINATION

The preparation of this memorandum was coordinated with the City Attorney's Office. The Specific Plan effort involves multiple City Departments and outside agencies, as described under "Community and Task Force Process" in the Analysis section of this report.

CEQA

Exempt, PP03-11-366.

for Laurel Prevost
STEPHEN M. HAASE, DIRECTOR
Planning, Building and Code Enforcement

Attachments:

1. City Council Vision and Expected Outcomes
2. Process Diagram
3. Filtering Criteria Diagram
4. Draft Composite Framework Diagram



Memorandum

TO: City Council

FROM: Mayor Ron Gonzales
Councilmember Williams

SUBJECT: Report and actions for the
Coyote Valley Specific Plan Task Force

DATE: September 21, 2004

Approved

Ron Gonzales Forest Williams

Date

9/21/04

RECOMMENDATION

1. Acceptance of the progress report from the Coyote Valley Specific Plan Task Force on the "composite framework."
2. Reaffirm the Mayor and Council direction to the Task Force and staff on the preparation of the Specific Plan through the *Vision and Expected Outcomes* as outlined by Mayor Gonzales and Councilmember Williams in their memo on August 16, 2002.

BACKGROUND

Coyote Valley will be a critical component of San José's future, and it is important that we do it right. This includes providing our strong support for the investment of time and resources, involving all the affected stakeholders, and adhering to our principles of smart growth, balanced development, and greenbelt protection. When our General Plan triggers for Coyote Valley development are met in the future, we will be ready to move forward with a solid, practical, and visionary plan in place that will guide the creation of new community through exemplary urban design.

San José made smart-growth decisions two decades ago for balanced development in Coyote Valley that would benefit San José and the entire region. The General Plan designates North Coyote Valley for industrial development to ensure a stable economic base and new jobs. Central Coyote Valley is designated for residential development after jobs in North Coyote Valley were in place. South Coyote Valley is designated as a greenbelt separating San José from Morgan Hill to ensure that open space remains between our cities rather than urban sprawl.

The Coyote Valley Specific Plan is a prerequisite to any development in the Coyote Valley Urban Reserve. Under state law, the Specific Plan process includes detailed land use planning, infrastructure and community service needs, financing and implementation

programs, and phasing of implementation of plan elements as necessary. The process also requires the participation of affected jurisdictions, property owners, developers, and other community and regional stakeholders. With six community meetings, 21 task force meetings, and numerous outreach meeting with stakeholders and governmental agencies, the composite framework we have today has been developed with extensive public input.

Composite Framework

The first step in creating the exemplary urban design in Coyote Valley is through the "composite infrastructure framework" that identifies the foundation elements needed to support this new community. Key stakeholders and the public, along with the consultant team, staff, and the Task Force deliberated to develop this composite framework that will provide the structure for land use plans. Its four principal components now outline basic environmental issues and transportation circulation that will determine the shape of the community.

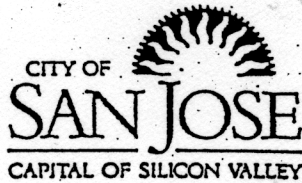
Cost of infrastructure improvements is a growing concern for the Task Force and property owners in Coyote Valley. At this point, it is premature to determine the financial feasibility of composite framework, but it is the major step toward our ability to determine the cost. If high potential costs for the infrastructure plan become an obstacle to development instead of enabling it, we should reevaluate the plan. The Task Force is in agreement with City staff and the consultant team about this intention.

Vision Statement And Expected Outcomes

The Vision Statement and Expected Outcomes approved by Council in August 2002 provided clear direction to the Task Force for developing the Specific Plan. This list of guidelines and goals has been invaluable for informing the Task Force's deliberations and communicating our intentions to the public and stakeholders. We feel it is important that the City Council reaffirm its commitment to the Vision Statement and Expected Outcomes to provide a strong and consistent message about our purpose for the Coyote Valley Specific Plan and our continuing support for our vision. Our memorandum regarding these goals from 2002 is attached.

Attachment

cc: Lee Price, City Clerk



Memorandum

TO: City Council

FROM: Mayor Ron Gonzales
Councilmember Williams

SUBJECT: Coyote Valley Specific Plan
Initiation

DATE: August 16, 2002

Approved

Date

Ron Gonzales *Forest Williams* 8/16/02

RECOMMENDATIONS

We recommend that the City Council start the planning process for the Coyote Valley by:

1. Appointing the members of the Coyote Valley Specific Plan (CVSP) Task Force as identified in Attachment 1.
2. Directing the City Manager to create a Technical Advisory Committee of City staff and other public agency representatives to serve as an advisory body for the Task Force.
3. Directing Planning staff to develop a work plan, including a Request for Proposals for a land planning consultant team, timeline, and estimated budget for the Coyote Valley Specific Plan, and to return with recommendations to the City Council within 30 days.
4. Authorizing the City Manager, in conjunction with the Mayor's Office and Councilmember Williams' office, to select independent consultants to work with the Task Force during the planning process. The consultants and City staff together should have a broad array of appropriate expertise including urban planning, architecture, civil engineering, transportation planning, geotechnical, economics, environmental, hydrology, computer support, and public finance and project funding.

Prior to the City Council's consideration of consultant contracts, there must be a completed agreement between the City and the landowners/developers to share the costs for this planning process.

5. Directing the Task Force to use the Vision and Desired Outcomes statements in Attachment 2 as its direction for developing the Specific Plan.

6. Directing the City Manager to begin developing a funding agreement between the City of San Jose and landowners and/or potential developers of the majority of the developable acreage within Coyote Valley, and return with recommendations to the City Council no more than 30 days after the Coyote Valley Specific Plan budget is approved by the City Council.
7. Directing the Task Force to include the following elements as a part of its review in preparing the Specific Plan:
 - Environmental review
 - Infrastructure analysis and plans
 - Land use and circulation plans
 - Public facilities plans
 - Phasing plans
 - Financing plans

BACKGROUND

San Jose made smart-growth decisions for Coyote Valley two decades ago for balanced development that would benefit San José and the region. The City's General Plan has designated North Coyote Valley for industrial development to ensure a stable economic base and new jobs. Central Coyote Valley was designated for residential development after jobs in North Coyote Valley were in place. South Coyote Valley was designated as a greenbelt separating San Jose from Morgan Hill to ensure open space, not urban sprawl between our cities.

The Council also established "triggers" in the General Plan to ensure that industrial development preceded housing development, so that our community would have the financial resources to support quality public services. These remain sound planning principles. Balancing jobs, housing, and transportation while preserving open space is critical as we move forward in Coyote Valley.

In June 2001 the City Council approved the Mayor's recommendations based on the Housing Production Team's report. Two of the recommendations suggested changing the Central Coyote Valley Urban Reserve trigger to allow planning for the development of the Coyote Valley Specific Plan. On November 20, 2001, the City Council adopted a text amendment to the General Plan (GP01-T-33), which allowed for the preparation of a Specific Plan for North and Central Coyote Valley to begin.

The City has a long-standing practice of involving the community through the planning process. As we have done through the SNI process, master plans, and specific plans, the preparation of the Coyote Valley Specific Plan will involve the stakeholders.

The General Plan recognizes that Coyote Valley is relatively isolated from the rest of San Jose and future development will need to be in the form of a balanced community

with jobs, housing, commercial and community facilities, schools, parks, residential services, and public transit. The planning for such a "new town", as required by the General Plan, should include the North Coyote Valley Campus Industrial Area as a key job center and the Coyote Valley Urban Reserve as the primary new residential area. The specific plan should also preserve the long-standing guidelines previously established by the Council; these include creating 50,000 jobs and at least 25,000 homes in Coyote Valley and permanently protecting the greenbelt located in South Coyote Valley. The creation of affordable housing also should be among the primary objectives that are integral to the planning process.

The Specific Plan is a prerequisite to any development in the Coyote Valley Urban Reserve. Under state law, the Specific Plan process includes the ability to plan land uses in detail, plan for infrastructure and community service needs, formulate financing and implementation programs, and phase the implementation of any of the plan elements as necessary. The process also requires the participation of affected jurisdictions, property owners, developers, and other community and regional stakeholders.

The smart growth principles for Coyote Valley are included in the San José 2020 General Plan. The Specific Plan should follow these principles, including a transit-oriented, pedestrian-friendly community with ample spaces for recreation. In order to sustain long-term economic viability and promote healthy community diversity, the Specific Plan should provide for a variety of residential densities. To achieve the desired minimum of 25,000 housing units, minimum density should not fall below 10 units per acre and densities as high as 100 units per acre should be considered. Opportunities for both home ownership and rental housing should be encouraged.

This Specific Plan will undoubtedly be one of the most ambitious and exciting planning opportunities ever undertaken in San Jose. It will also be costly to ensure that a complete and appropriate plan is achieved. State law provides that Specific Plan costs can be recovered from property owners in affected areas. The Council therefore should direct staff to prepare an "area of benefit" analysis in order to share and recover costs.

The Coyote Valley Specific Plan will be a critical component of San José's future, and it is important that we do it right. This includes supporting the investment of time and resources, involving all the affected stakeholders, and adhering to our principles of smart growth, balanced development, and greenbelt protection. This is the right time to begin this effort, so that when the development triggers are met in the future, we will be ready to move forward with a Specific Plan in place that will guide the creation of new community through exemplary urban design.

COORDINATION

This memo has been coordinated with the City Manager's Office, the Department of Planning Building and Code Enforcement and the City Attorney's Office.

Attachment 1

Coyote Valley Specific Plan Task Force Members

The size, composition, and structure of the Coyote Valley Specific Plan Task Force complies with San Jose City Council Policy 6-22 regarding Specific Plans, and it reflects the many interests of this important area.

We worked diligently to develop a well-balanced Task Force, for its members have a very serious responsibility to prepare a comprehensive and practical plan for the future of Coyote Valley. The composition of the Task Force includes the wide range of perspectives and interests associated with this area and San Jose. They include elected officials from several public agencies; volunteer commissioners; landowners; environmental, labor, and business advocates; and future residents and workers of Coyote Valley. Together they will ensure that the Specific Plan accurately reflects the goals of our community and the smart growth principles of the 2020 General Plan.

The individual members of the Task Force will receive and make significant investments of time, training and information to ensure the effectiveness of the Task Force will accomplish its mission to create the Coyote Valley Specific Plan. For this reason, members will not be permitted to be represented by alternates. In addition, members who miss three consecutive meetings will be removed from the Task Force. It will be critical for the success of the Task that its members commit to consistent participation in this effort.

1. Mayor Ron Gonzales, Co-Chair
2. Councilmember Forrest Williams, Co-Chair
3. Councilmember Pat Dando
4. Don Gage, Chair, Santa Clara County Board of Supervisors
5. Chris Platten
6. Russ Danielson
7. Helen Chapman
8. Dan Hancock
9. Terry Watt
10. Steve Schott, Jr.
11. Craige Edgerton
12. Ken Saso
13. Doreen Morgan
14. Jim Cunneen
15. Phaedra Ellis-Lamkins
16. Steve Speno
17. Neil Struthers
18. Gladwyin D'Souza
19. Chuck Butters
20. Eric Carruthers

ATTACHMENT 2

*Coyote Valley Specific Plan
Vision and Expected Outcomes*

1. The plan will include Central and North Coyote for land planning and will include South Coyote in the infrastructure financing mechanism only. South Coyote (Greenbelt) is included only to determine financing and other mechanisms to secure this as a permanent Greenbelt.
2. The line (Greenline) between Central and South shall not be moved.
3. The line between North and Central could be erased to allow for mixed-use throughout as long as 25,000 housing units in Central and 50,000 jobs in North remain as a base. Then, jobs can be added in Central Coyote and housing in North Coyote to achieve mixed-use or develop a property owner agreement to "trade" jobs and housing counts to achieve mixed-use goal.
4. The overall development character of North and Central Coyote Valley should be very urban, pedestrian and transit-oriented community with a mixture of housing densities, supportive businesses and services and campus industrial uses.
5. The Specific Plan should plan for the extension of light rail and heavy rail into Central Coyote and use these facilities to orient development.
6. We shall maximize efficient land usage; i.e., the 25,000 units and 50,000 jobs are both minimums. In North and Central Coyote combined, the total development potential is at least 50,000 jobs and at least 25,000 housing units. Through the Specific Plan process we shall determine the distribution of that potential across north and south, including mixed-use concepts.
7. It will be important to distinguish that the 50,000 jobs referenced are primarily industrial/office jobs, not the additional retail support or public/quasi-public jobs (e.g., City workers) that must also be accommodated in the Plan area for a vibrant, mixed-used, urban community.
8. Identify locations for public facilities (libraries, parks, schools, etc.) in the land use plan as well as include these facilities in the financing plan.
9. North and Mid-Coyote should contain a rich system of parks, trails, and recreation areas.
10. The identification of financing measures for the needed capital improvements to support the planned levels of development.

11. The plan must be financially feasible for private development.
12. The plan must develop trigger mechanisms to ensure that increments of housing may not move forward until the appropriate number of jobs are constructed in a parallel timeline to maintain a jobs/housing balance in Coyote Valley.
13. The Task Force should review the potential to utilize "subregions" of the valley that will incorporate jobs and housing that can move forward when the subregion has ability to finance the appropriate infrastructure. Residential projects will be issued building permits in parallel with the development of jobs when either the projects are purely mixed-use in their construction or the jobs and housing are constructed simultaneously.
14. The plan should seek mechanisms to facilitate the permanent acquisition of fee title or conservation easements in South Coyote.
15. The plan should allow for the current General Plan budget triggers to be changed to triggers based upon the Valley or its subregions' jobs and housing revenues covering the General Fund cost of services.

The plan shall include a requirement that will mandate 20 percent of all units be "deed-restricted, below-market-rate units."



COMMITTEE FOR
GREEN FOOTHILLS

*cc Laurel
Sal*

September 20, 2004

Mayor Gonzales
City Council Members
San Jose City Council
801 North First Street, Rm. 600,
San Jose, CA 95110

Re: Coyote Valley Specific Plan Planning Process

Dear Mayor Gonzales and City Council Members:

The Committee for Green Foothills opposes development of Coyote Valley, but regardless of opinions as to whether the valley should be developed, the City Council needs to take action. Appropriate planning is being sacrificed solely to meet an artificial deadline of December 2005. Given the long-standing glut of office space, it is certain San Jose's economic development will not be affected if planning is allowed to take an additional year or more. We recommend that you indicate to the Coyote Valley Special Plan Task Force, to City staff, and to City consultants that they need to revamp their current proposals and should not attempt to complete the process in just one year.

To our knowledge, no reason has been offered to justify the rushed timetable except to complete it during the current mayoral term. We believe that the Mayor and City Council, whoever they may be, will make the best decision regarding Coyote Valley if they benefit from adequate planning. What you as members of the City Council need to decide is whether the damage to the planning process is worth the "prize" of meeting a deadline that is not needed by the people of San Jose.

The Loma Prieta Chapter of the Sierra Club has sent a letter summarizing the problems of the current planning process. We support Sierra Club's position, and emphasize the following points:

No economic analysis has been done for the cost impacts to the rest of San Jose. While the consultants have tried to estimate the cost of creating a transportation infrastructure in Coyote Valley, no estimate has been done for the cost of upgrading infrastructure in the rest of San Jose, a cost that would be unavoidable from adding a new city of this size. Still worse, no one has estimated how many additional people will come live in San Jose outside of Coyote Valley, due to the fact that insufficient housing is planned for the valley. This number could be in the tens of thousands, but we encourage you to ask staff whether they know what the total will be, and how much it will cost existing San Jose communities to absorb them. Staff will not be able to give you an answer, because they have not researched this issue.


The City's process of developing the infrastructure first will lock in inadequate land use planning. To speed up the planning process, City consultants have tried to develop an infrastructure plan first, calling it the "armature" for Coyote Valley, and then making the land use planning, greenbelt protection, and wildlife protection dependent on the decisions for the armature. Because this armature includes an expensive transportation system and expensive lake with minimal environmental benefit, we expect that agriculture preservation, wildlife protection, and a true greenbelt will be dismissed as too expensive. Our understanding is that staff will be merely reporting on their progress for the infrastructure. We recommend that you inform them that they are not making progress because of their disjointed process, and that by putting land use planning last, you are unable to oversee or provide useful comments on their process to date.

Protecting nature, open space, and wildlife has been postponed – the only way to adequately protect these values is to let the Habitat Conservation Plan process catch up with the Coyote Valley Specific Plan process. San Jose delayed for nine months before signing a Memorandum of Understanding with other agencies in the County to prepare a County-wide Habitat Conservation Plan. To our knowledge, no explanation has been given for this delay. A possible explanation is that the City delayed the habitat preservation process to keep it from affecting the Coyote Valley planning process. The price for this delay by the City is an insufficient knowledge of the effects of development and of the best way to mitigate those effects. We recommend that you ask staff whether the information that will be developed for the HCP could help the planning for Coyote Valley. We further recommend that Coyote Valley planning wait for this information to be developed for the HCP.

The rushed process is avoiding the “big picture”. No one in this rushed process is stepping back to consider the big picture of how the largest development project in decades will affect the region’s future. For example, the City could consider switching the greenbelt from south to north Coyote Valley. A grand swap of development potential could leave undeveloped the northern area, which is best suited for agriculture and wildlife. The City could also balance the jobs/housing ratio. Over ten thousand homes will be occupied by people outside of Coyote Valley that commute to the area each day, and the true number could be as much as thirty thousand homes. Despite the constant talk of “smart growth”, the City has no plans for these people. Adjusting the jobs/housing ratio so that the entire housing demand could be accommodated is the only way to keep this project from causing sprawl.

These are only some of the serious shortfalls in the City’s planning process. We urge you to intervene in order to prevent a fatally flawed outcome.

Sincerely,



Brian A. Schmidt
Legislative Advocate, Santa Clara County

cc: Khalil
Sal

RECEIVED
SEP 21 2004
CITY OF SAN JOSE
PLANNING DIV.



CHAMBER OF
COMMERCE

September 21, 2004

Mayor Ron Gonzales
and Members
San Jose City Council
801 N. First St.
San Jose, CA 95110

RE: Item 4.4 Coyote Valley Task Force Report

Dear Mayor and Council Members:

I have the honor of serving on the Coyote Valley Task Force. I want to commend the Mayor and City Council for your efforts to ensure that this important area fulfills its potential as a signature destination for San Jose.

There have been previous Coyote Valley plans. As you know, none have come to pass due to political stalemate, prohibitive infrastructure costs and soft market conditions. Our new plan must attract and facilitate the private sector investment needed to carry it out. As we review the grand ideas surfacing now at the task force, two major concerns come into focus – feasibility and flexibility.

Creating a feasible plan is key to our success. Will it pass the cost test? Can our major users, developers and builders implement our plan? Adopting a “Cadillac” plan may feel good, but can we afford the cost of infrastructure or obtain time intensive approvals from state and federal regulators? We should pay careful attention to our list of what we ‘must have’ in Coyote Valley as opposed to the list of items that will be ‘nice to have.’

Creating a flexible plan is as essential as feasibility. Things change over time, and here in Silicon Valley, rapid change is the rule. The plan at this stage should focus more on targets rather than specifics, including the projected number of jobs and housing units. Key examples of appropriate flexibility might include:

- Incorporating new service, supply and retail jobs in the overall job targets for Coyote Valley. A job, at no matter what skill level, will be filled by a person who has to live somewhere and who will have to find a way to get to work. The objective is to create a community that allows for people to live close to work and create alternative commute patterns. Service, supply and retail jobs meet those objectives.
- Drafting an industrial land use plan that will be flexible, within agreed-upon targets, to meet the ever-changing needs of Silicon Valley companies as well as evolving market conditions.

As stakeholders, we all are justifiably caught up in the excitement over the future of the Coyote Valley. Moving forward, the plan must be achievable.

The Chamber’s critical objective in taking part in this process is simple: This time, let’s actually build it.

Sincerely,

Jim Canneen
President & CEO

cc Laurel
Sal

SEP 21 2004

MEMORANDUM

TO: Honorable Ron Gonzales, Mayor, City of San Jose, members of City Council, and members of the CVSP Task Force

FROM: Frank K. Crane

SUBJECT: Coyote Valley Specific Plan, Observations on Task Force Meeting of 13 September 2004, 5:30 - 7:30 PM

DATE: September 19, 2004

Attached to this Memo is a list of observations on the recent Task Force Meeting on September 13 authored by my brother-in-law, Kazuto Mikami. I have been attending many of the Task Force Meetings as a representative for the Mikami Family - property owners in the Coyote Valley - and reporting the progress to the family. I was fortunate on the date of this latest meeting to invite Kazuto to attend with me since he was visiting San Jose from his home in Seattle. This was especially important because of his experience in architecture, urban design and planning and to add a fresh perspective to my limited viewpoint.

I believe you will find his observations to be thoughtfully presented and a sincere effort to be constructive towards the ultimate goal of the Coyote Valley reaching a successful development plan.

I request that copies of this Memo be distributed to the following:

- ☐ **Members of the City Council**
- ☐ **Appropriate representatives of the City Planning Staff, especially Salifu Yakuba**
- ☐ **All members of the CVSP Task Force**

Comments and Inquiries may be addressed by Email to Kazuto Mikami at mikamikazuto@att.net, or locally to me at: Frank K. Crane, 15050 Garcal Drive, San Jose, CA 951227. My telephone number is (408)258-9163, and my e-mail address is CRANEYF@aol.com

Respectfully,



Frank K. Crane

RECEIVED
San Jose City Clerk
2004 SEP 21 P 2:01

14 September 2004

COYOTE VALLEY SPECIFIC PLAN

Observations on Task Force Meeting of 13 September 2004, 5:30 - 7:30 PM

By: Kazuto Mikami, Property Owner

Introduction: I was invited by Frank Crane, my brother-in-law, to attend the above Task Force meeting. Frank has attended many prior public presentations at the request of the Mikami family, who are long time property owners in Coyote Valley. This is my first attendance since I live out-of-state.

1. Preliminary Cost of Implementing Construction of Infrastructure: After the meeting was adjourned, Frank Crane and I discussed the costs for implementing the project infrastructure. I found that in the summary of the 30 August Task Force meeting, a cost study was presented showing the preliminary range of \$600 million to \$800 million. Although substantial, it is not clear to me whether the range of costs is for the whole of the Project or only for the industrial development in the North Coyote area. It has been my experience that the cost of major project utilities - especially if under grounded - can be a significantly large part of the overall construction budget.

2. Vehicular Traffic: Hexagon Transportation Consultants uses the 2030 Travel Demand Model of the Santa Clara Valley Transportation Authority for vehicular traffic that will impact the core of the Coyote Valley Specific Plan. It, however, seems not to address vehicular traffic that passes through or skirts the central core of the Project along Hi-way 101, on Monterey Road, or on Santa Teresa Blvd. The impact of motorists trying to go through the central core on Santa Teresa seems to be ignored, and the Consultants avoid this existing desire by saying "This was a deliberate design effort to bring people into the core area as a destination and not to divide the core area with a major transportation route." Santa Teresa Boulevard is currently used as a second tier north-south transportation mode. Much of the Boulevard is now - or soon may be - four lanes with a parkway median strip inviting major traffic flow through the planned core of the Specific Plan. To ignore this traffic pattern will create future problems since the preliminary Plan does not specifically address this desire. The Plan shows Santa Teresa Boulevard banging into Palm Avenue from the south, and the presumption is that through traffic is diverted inconveniently to the east to Monterey Hi-way. Through traffic from the north must somehow filter through the planned town center, which will create problems not immediately desired and trigger future mitigation needs both disruptive and expensive. Is the desire for current and future through traffic on Santa Teresa so insignificant that it can be ignored? I believe not!

3. The impact of the Southern Pacific main line seems to be muted. I presume it will continue to be used for long freight trains as well as for Cal-Trains. There is a long uphill grade from Coyote to Palm Avenue and beyond to the south. Long freight trains loudly and noisily labor up this grade. And is Southern Pacific going to upgrade the trackage so that click-clack noise of rail car trucks running over rail joints is diminished significantly? All of these aggravating noises will affect development on both sides of the track and hi-way. Any development east of Monterey Hi-way and immediately west of the S.P. right of way may be treated by the public as inferior development, both on the 'wrong side of the tracks'.

4. Urban design is not expressed very well. With a few exceptions, the Coyote Valley Specific Plan seems to be mostly an exercise in two-dimensions. Photographs of existing development that are not architecturally significant are used extensively to illustrate Project urban design concepts. Word 'pictures' are also used extensively. If the Specific Plan is breaking new grounds in planning approach and urban design quality, the means of illustrating the vision and depth of

the Specific Plan seem to be woefully inadequate. Have the Consultants been asked to rise to this challenge?

5. Coyote Lake is no more a natural lake than is the far larger Anderson Reservoir. It is also far removed from Coyote Creek and would be better named Fisher Pond. It appears that 'Fisher Pond' does not have an outlet but is fed by the Fisher Canal. Fisher Creek - by definition - is dry for a substantial part of the year. The design levels of the 'Pond' and the Canal must, therefore, be maintained by water from an outside source. The head of the Canal must also be isolated from the course of Fisher Creek by a dam so that the year round levels can be maintained.

The Project water bodies also will function for flood retention. In the early 1950's, California experienced almost a month of steady but not hard rains. After two weeks, the waters of Anderson Reservoir spilled over the spillway, an event the design engineers had never predicted nor anticipated. Coyote Creek became a raging torrent about a quarter of a mile wide. Many old fishing holes disappeared by the scouring effect of the flood; I do not recollect new fishing holes ever being created as good as the old. The 101 Freeway did not then exist, and people on the east, right bank of Coyote Creek had to be evacuated by helicopter. It does not appear that Fisher Pond will be able to handle another rare event such as this in the way it is now configured. The Project hydrologists may need to analyze the impact of such a similar event.

Since it appears that 'Fisher Pond' does not have an outlet, natural water flow to promote the quality of the Pond waters does not seem to be possible. It appears that the quality of the Pond waters may degrade to such a point that recreational activities in the waters would not be advisable, and I don't think the fountain indicated on the Plan will prevent water degradation during the heat of the summer. The Project hydrologists need to analyze the impact of water degradation and its prevention.

Another incongruity is the design of the northeast end of the Pond, which creates a hard edge while the remainder of the Pond appears to emulate the 'natural'? And swimming beaches seem to be almost deficient for a feature that should encompass the entire perimeter of the 'Pond' - given the design population that will inhabit the total Project area. I strongly suggest that the landscape architects take another and more thorough look at these features.

The Plan indicates grassed areas along the shore. The water bodies will attract water fowl that will graze the areas of grass. While grazing, they will foul the grassed areas and make their use impossible by residents of Coyote Valley. The landscape design needs to respond to this eventuality.

6. The Commons: The graphic perspective that illustrates The Commons emphasizes the view of the Diablo Range and the western coastal range that one has down the corridor of The Commons in both directions. Both ranges are so dominant when viewed from anywhere within the site that this connection does not require emphasis.

Mention had been made that The Commons will be used as a wildlife migration corridor for, I presume, raccoons, possums, coyotes, etc. Raccoons and coyotes are already attracted to urban areas as a sources of food and do not require encouragement for night time incursions; they'll be there no matter the best of intentions. The preliminary Plan indicates numerous green access ways through Coyote Valley in all directions that will allow wild life migration. In fact, I don't think the close proximity of wild life will be at all appreciated by the residents of The Valley because of their danger to both human and the domestic animal population.

7. The Diablo Range and the Coastal Range: Mention was made about maintaining the integrity of the view scape that both of these ranges offer for the Valley below. What is the mechanism

which will maintain this integrity? Market demands will soon see development marching up both slopes. The landfill to the southeast has already compromised the view scape.

8. Campus Development: Light industrial development that emulates an academic campus is a desirable feature for those that work within such a complex. The 'campus' concept is certainly desirable when compared with industrial buildings set within seas of asphalt. But the general public is not naturally attracted to such facilities and is often discouraged from entering by visual cues.

9. Tilt-up Architecture: Construction that depends predominantly on tilt-up construction has a 'sameness' in appearance regardless of the best intentions of the designers. Although tilt-up construction is economically very viable, such are not visually nor architecturally of significance. Today's tilt-up complexes are tomorrow's slums!

10. The Coyote Greenbelt: It appears that the Specific Plan views the Greenbelt zone as a step-child. If the cities of San Jose and Morgan Hill and the Santa Clara County are to ensure its viability, a practical and equitable Master Plan must be funded and developed if its continued existence is to be assured for the near and the far future.

One of the reasons I am visiting the San Jose area was to attend the 50th reunion of the Live Oak Union High School. I sat across the banquet table from Ron Fantozzi, whose family long farmed in the Morgan Hill area. I knew that Ron now farms in the Central Valley, and I asked him why he had moved his farming operations from his traditional family farmstead. His response was that he no longer could maintain his farming operation in this area and was forced to move. He did not elaborate as to the source of the force. But I only tell you this anecdote to show that farming in this area is now very difficult if not impossible, a situation well known to area farmers. Normal market forces seem to discourage area farming and must be counteracted by other supportive forces – forces to be identified by a proper agricultural Master Plan.

11. The Hamlet of Coyote: My family has long had an inherent interest in Coyote. This interest continues to this day, and I have a strong incentive to contribute towards the good of the Valley's future.

I lived from 1945 to 1950 in Coyote and attended Encinal Grammar School, then a two room, Mission style school house. The hamlet of Coyote in 1950 consisted of six major structures: the Grange Hall, the Coyote road house, the post office, the old stage barn, a hay barn, and the Southern Pacific warehouse and station as well as many other smaller structures. Coyote was so small you did not see it if you blinked while driving through it.

On the east side of the then three lane, undivided El Camino Real, the Kruse service station and garage and detached SF residence anchored the northern end. Hi-way 101 was then configured as one outside lane northbound and the other southbound. The middle lane was for passing in both directions. Oftentimes, vehicles going in opposite directions pulled out to pass at the same time. The count of traffic fatalities on this hi-way, needless to say, was very high. On the north edge of the Kruse property, a road to the Hart Residence forded Coyote Creek during low flows. The Grange Hall was the Kruse neighbor to the south. The structure to its south was a two-story wooden structure, which then housed the 'Longest Bar in Coyote' and the general store on the ground floor. The quarters of the owners were in the back. The second floor housed a now unused hotel for passengers on the long defunct San Jose-Salinas stage. I would guess sometime in the '30's, several small motel cabins were built around the perimeter of the road-house compound. The small wooden post office adjoined the one-time road house. A driveway south of the post office lead to the old, classic stage barn, which was set back from the hi-way about 100'. The stage barn was part of the farm property leased for many years by my grandparents, Mr. and Mrs. Sukesaburo Ota. Their tenure spanned from the 1930's to the 1950's

and was interrupted only by WWII. A part of the leased field separated the hay barn from the post office; a large cattle corral was attached to the rear, eastern end of the hay barn. The era of the cowboy and of cattle drives was then alive and well.

Development on the west side of the hi-way was more extensive in real estate than on the east side. A D.O.T. truck weigh station anchored the northern end. Just south of a rail road crossing was a funky, stone service station and detached cafeteria. A fenced compound, which I believe was residential, was next. At the southwest, rear corner of this compound was the old Southern Pacific railroad station and the S. P. warehouse, a huge wooden structure. A large, elevated water tank was situated along the railroad track, and a movable, large diameter spout was used to fill the reservoir of steam locomotives. This operation was a memorable sight for the impressionable young boys we were then. A service station and garage was located in front of the warehouse. A loading ramp onto cattle cars defined the formal, southern edge of the west side of Coyote, but several residences were slightly removed further south, which then housed workers for the Southern Pacific. Range cattle were at that time driven across 101 El Camino Real from the corrals through a chute on the south side of the hay barn.

Such is the real estate history of old Coyote. We cannot go back to that era, but hopefully much of the photographic records are preserved and can be made available for a future historical display for new residents to view and appreciate the heritage of the Valley.

12. The four Mikami siblings have inherited the Mikami farm at Rte. 2, Box 561-A – a farm, which currently is fallow.

Kazuto Mikami, Architect

mikamikazuto@att.net